

# AGC/WSDOT Structures Team Minutes

## August 13, 2004

### Members in attendance

Attendees:	Company	Phone	E-mail
Ayers, Scott	Wilder Const.	425-508-3246	<a href="mailto:scottaye@wilderconstruction.com">scottaye@wilderconstruction.com</a>
Barney, Millard	Conc. Tech.	253-383-3545	<a href="mailto:mbarney@concretetech.com">mbarney@concretetech.com</a>
Hilmes, Bob	WSDOT-ER	509-324-6232	<a href="mailto:hilmesb@wsdot.wa.gov">hilmesb@wsdot.wa.gov</a>
Kapur, Jugesh	WSDOT_HQ	360-705-7209	<a href="mailto:kapurju@wsdot.wa.gov">kapurju@wsdot.wa.gov</a>
Leachman, Dan	Kiewit Const.	425-255-8333	<a href="mailto:dLeachman@kiewit-PBD.com">dLeachman@kiewit-PBD.com</a>
Madden, Tom	WSDOT_UCO	206-768-5861	<a href="mailto:maddent@wsdot.wa.gov">maddent@wsdot.wa.gov</a>
McCoy, Charlie	Atkinson Const.	425-255-7551	<a href="mailto:charlie.mccoy@atkn.com">charlie.mccoy@atkn.com</a>
Olson, Ryan	Mowat Const.	425-398-0205	<a href="mailto:ryan.olson@mowatco.com">ryan.olson@mowatco.com</a>
Owings, Don	WSDOT-SWR	360-905-1501	<a href="mailto:owingsd@wsdot.wa.gov">owingsd@wsdot.wa.gov</a>
Schmidt, Virgil	WSDOT	360-707-7825	<a href="mailto:schmidv@wsdot.wa.gov">schmidv@wsdot.wa.gov</a>
Sheikhzadeh, M.	WSDOT-HQ	360-705-7828	<a href="mailto:sheikhm@wsdot.wa.gov">sheikhm@wsdot.wa.gov</a>
Smith, Tobin	Max J. Kuney	509-535-0651	<a href="mailto:tobin@maxkuney.com">tobin@maxkuney.com</a>
Swenson, Robb	General Const.	360-394-1407	<a href="mailto:robb.swenson@kiewit.com">robb.swenson@kiewit.com</a>

The meeting began at 9:00 am, July 18<sup>th</sup>, the meeting minutes were reviewed and approved with the correction made that the meeting was held on July 18<sup>th</sup>, not on June 18<sup>th</sup>.

### Others in attendance:

Cotton, Mike	WSDOT	206-440-4763	<a href="mailto:cottenm@wsdot.wa.gov">cottenm@wsdot.wa.gov</a>
Dahl, Jerry	Sound Transit	206-398-5284	<a href="mailto:dahlj@soundtransit-org">dahlj@soundtransit-org</a>
Dyer, Alan	WSDOT	206-768-5722	<a href="mailto:dyerac@wsdot.wa.gov">dyerac@wsdot.wa.gov</a>
Fahoum, Joe	WSDOT	360-705-7193	<a href="mailto:fahoumj@wsdot.wa.gov">fahoumj@wsdot.wa.gov</a>
Giniger, Judy	WSDOT	206-464-1218	<a href="mailto:ginigej@wsdot.wa.gov">ginigej@wsdot.wa.gov</a>
Hammer, Mark	WSDOT	360-428-1543	<a href="mailto:hammerm@wsdot.wa.gov">hammerm@wsdot.wa.gov</a>
Lamsek, Ann Marie	WSDOT	206-254-7617	<a href="mailto:lamseka@wsdot.wa.gov">lamseka@wsdot.wa.gov</a>
Van Lund, John	WSDOT	360-705-7217	<a href="mailto:vanlunje@wsdot.wa.gov">vanlunje@wsdot.wa.gov</a>

### Ashway Direct Access Superstructure Project

Mike Cotton and John Van Lund gave a presentation on the proposed project to build the superstructure on the existing bridge piers with a minimum vertical clearance of 16 ½ feet over I-5 with no restrictions either to the number of lanes or their width. Joe Fahoum discussed his estimated cost to do the superstructure construction and jacking the superstructure.

There was consensus that the highway under the bridge be closed during bridge jacking operations.

The speed of the jacking operations was discussed. Members were in agreement that the bridge could be jacked vertically about 6 inches every two hours. Charlie mentioned that a month before the project is to go on and is not a great time for seeking the Contractors' ingenuity. Ryan mentioned that the jacking operation is generally associated with risk that the Contractors will price during bidding.

The overwhelming recommendation from the team members was to redesign the structure with either precast concrete tubs or steel girders so that there would be no jacking operations.

**Action plan:** No further action by the committee is necessary.

### **Vibration Specification**

Ryan passed out handouts showing who the local vendors were that sold or rented the MiniMate vibration monitor device. Charlie has conducted no testing of this equipment yet.

**Action Plan:** Charlie and Ryan were going to test some equipment, or see if the vendors would demonstrate their equipment, any specification revision is still being worked on by the committee as a whole and should be on future agendas.

### **Early Grout Strength & Curing Before Application of Loads**

After reviewing the existing specification, the standard spec. 6-02.3(20) is being revised to allow loading of the grout pad when design compressive strength is reached.

**Action Plan:** Mo will rewrite the standard specification.

### **Variable Web Heights of CIP Boxes on Sharp Super elevation**

Jugesh handed out two sheets that showed two different ways to deal with super elevation on box girders. The first method kept the box dimensions the same and varied the deck width around centerline to handle the super elevation effects. The second proposal (option "B" of the handout) with variable overhang width and non-plumb webs was discussed. The committee chose the second option provided the edge of deck is plumb.

**Action Plan:** Jugesh is going to update the Bridge Design Manual to reflection the second option described above.

### **Standard Specification 6-02.3(19)A**

Jugesh mentioned that there was no need to have any type of adhesive bonding the elastomeric bearings to grout pads. The team recommends to delete this Spec all together.

**Action plan:** Mo will update the Specs to reflect this deletion.

### **Standard Specification 6-02.3(19) B**

Item #4, “Coat all sliding surfaces thoroughly with oil and graphite just before placing them into position; and”

**Action Plan:** Mo will delete this requirement from the Std. Specs.

### **Standard Specification 6-02.3(21)**

This standard specification deals with drainage holes in box girder cell. Add that the drainage holes are to be screened to keep birds out.

**Action Item:** Mo to add the screening to the standard specifications.

### **Standard Specification 6-02.3(22)**

This standard specification deals with substructure drainage weep holes. The discussion was whether these holes should be screened or not. The consensus was that the specification should be amended to require that geotextile screening be glued to the walls or abutments on the fill side to stop infiltration of fine soil particles through the weep holes.

**Action Item:** Mo to add the geotextile screen on weep holes to the standard specifications.

### **Future Committee Discussion Topics**

The committee members are to review the GSP's and BSP's prior to the next meeting so that we can vote on future specifications that will be reviewed and discussed by the committee.

**Action Item:** All committee members to review the BSP's and GSP's prior to the next meeting, so they can help plan future discussion topics.

### **Early Cylinder Break Tests, Std. Specs 6-02.3(17)O**

The discussion as to who breaks early cylinders for strength, whether the concrete supplier can or what type of certified lab is required.

**Action Item:** Mo is going to check with WACA as to who is certified to break their test cylinders.

### **Evaluate the need for the Back of Pavement Seat Joints**

The joints for L-abutments shown in the std. Plans were discussed, and whether they were shown correctly. No one had any concerns with the current version of the Standard plans A1 & A2.

**Action Item:** No further action required.

### **Other Items**

There was a discussion about whether WSDOT would use expanded metals for construction joint forming. At this time WSDOT didn't want to consider their use because of the uncertainty about the consistency of the concrete at the forming material and concrete interface.

Also, Scott mentioned there was an error in the std. Plans for noise walls plans 2f and 2g. They show the old barrier shape on these plans. WSDOT is in the process of correcting these errors.

The meeting was adjourned at 11:50; the next meeting will be on Sept. 17<sup>th</sup> at 9:00am.